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4. Dams. The following dammed areas are also to be expanded:
  - a. Upper Wisla - Czchow, Czortyn, and Brzegi (near Zakopane).
  - b. Upper Odra - Turzyn and Borghof.
5. Ports. 40,600,000 zlotys were spent on the expansion of inland waterway harbors in 1947. Most of this amount was devoted to the expansion of the inland port at Warsaw (P53/019), winter shipping installations at Kostrzyn (Mlstrin) and Podlubny/Odra. During 1948-1949 the harbors at Goczacin, Pilawy, Zoran, Wieliszew, Morsy/la, and Poznan are due for reconstruction.
6. Development of Baltic Ports.
  - a. Szczecin is being developed as an import and export port for goods in bulk. Free harbor facilities are being arranged. Turnover in October 1947 amounted to more than 100,000 tons. The port is being developed to take 5,500,000 tons of coal per year in 1949. Ten new 7-ton cranes, one giant crane, 2 tipper cranes, one "Unimillingcrane", and 5 bridge cranes are on order for new harbor installations from Czechoslovakia.
  - b. Darlowo (Hilgendorf) can take vessels up to 600 BRT. The harbor has a depth of 4.5 meters. Turnover capacity is 1,500 tons per day. The port is being developed to take 300,000 tons per month in 1949 (mainly coal), as against a pre-war capacity of 67,000 tons.
  - c. Ustka (Stolp/Hinden) has been a coal port since June 1947, with shipments going mainly to Scandinavia.
  - d. Kolobrzeg (Kalberg) is a coal port with a daily turnover of 1,000 tons. The harbor is 6 m. deep but the entrance is only 4.5 m. deep.
7. Turnover for the Polish Baltic Harbors amounted to 3,370,000 tons during the 3rd quarter of 1947 as compared with 3,250,000 tons in the 1st quarter. Of this, 2,235,000 tons was coal, as compared with 2,040,000 tons in the 1st quarter. Imports amounted to 1,040,000 tons, as compared with 999,000 tons.

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